

Car Free School Streets Phase 2

Evaluation report



March 2022



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1. Introduction

Car Free School Streets (CFSS) Phase 2 is a continuation of Birmingham's initiative to transform road safety and air quality outside of schools. Six new schools were chosen for Phase 2 following a successful Phase 1, which began in September 2019. A Car Free School Street involves closing the road on which the school is located to the majority of vehicles (exemptions detailed in Section 3.2) for a set period of time during morning 'drop off' and afternoon 'pick up'. The aim is to reduce congestion, improve road safety and air quality around the school gates, and to encourage the adoption of more sustainable forms of travel; resulting in a more pleasant environment for all.

Car Free School Streets is coupled with Modeshift STARS as part of a wider engagement initiative. Schools can participate in the Modeshift STARS scheme to develop a Travel Plan, implement a range of initiatives to promote active and sustainable travel and monitor effectiveness. Modeshift STARS recognises and rewards excellence in this area through accreditation and awards.

2. Background

Birmingham City Council's (BCC) Travel Demand Management (TDM) team regularly receive complaints and concerns associated with parking and congestion generated from school related journeys. This results in on-going road safety issues caused by drivers bringing their vehicles too close to the school gate and endangering people walking, cycling or scooting in the area in addition to other vulnerable groups including children and elderly people. Issues include inconsiderate, dangerous or illegal parking, idling car engines and congestion within the school area also causes dangerous levels of air pollution. Currently, around 900 deaths per year in Birmingham are linked to air pollution.

Birmingham's wider School Streets (formerly Safer Routes to School) programme offers a suite of physical measures which will also fund further phases of CFSS and alternative physical minor measures such as parking restrictions and 'signing and lining' (installing signage and road markings) at schools not suitable or eligible for the CFSS scheme. The programme also hosts several initiatives that are available to schools to help with these issues, for example, the promotion of Park and Stride sites which is facilitated by 'Walking Bubble Maps' on Modeshift STARS. A Walking Bubble Map encourages families that need to travel by car to park at least 5-minutes away from the school gate, to create a safer environment and reduce the number of cars parked close to the school. We also work closely with the charity Living Streets'. Their WOW Walk to School Programme is offered to all schools signed up to Modeshift STARS. All schools in Birmingham are offered the opportunity to have a range of cycle training through The Active Well Being Society and their Bikeability programme, with free sessions offered to schools signed up to Modeshift STARS.

In September 2019, Birmingham City Council launched the first phase of CFSS. A two-stage selection process was applied to the schools that expressed interest in being part of the scheme. 27 schools were scored against the assessment criteria, and of those, 6 were selected to be the first CFSS in Birmingham. The first phase of CFSS demonstrated that street closure at a suitable

location, combined with active engagement in other travel behaviour change initiatives brought about reductions in journeys by car to schools, and increased sustainable modes of travel usage. The first phase was well received overall, with over 70% of people stating that the scheme should continue.

Following the success of Phase 1 a further extension of the pilot was delivered in September 2020. CFSS Phase 2 was announced on the 28th September 2020, with Expressions of Interest invited from schools across the city. 14 schools formally expressed an interest in being part of Phase 2. This was fewer than for Phase 1, however feedback from schools indicated that the additional pressures of Covid 19 impacted their ability to take part in new schemes.

2.1. Additional support offered to schools

Schools and groups of parents in Birmingham have also been able to apply for grants of up to £1000 (per school). This is to:

- Support the development and implementation of School Travel Plans
- Increase sustainable travel to school
- Improve children’s safety through the Young Active Travel initiative.

Alongside these initiatives, BCC has specifically designed resources such as ‘Parking - Keep Clear’, ‘Switch Off School Streets’ and ‘Slow Down School Streets’ toolkits that are downloadable online.

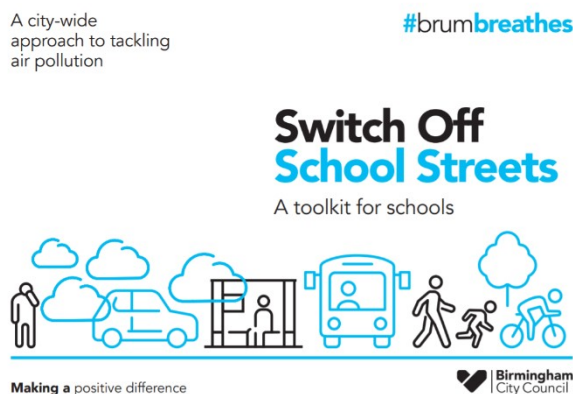


Figure 1) Switch off School Streets toolkit title page

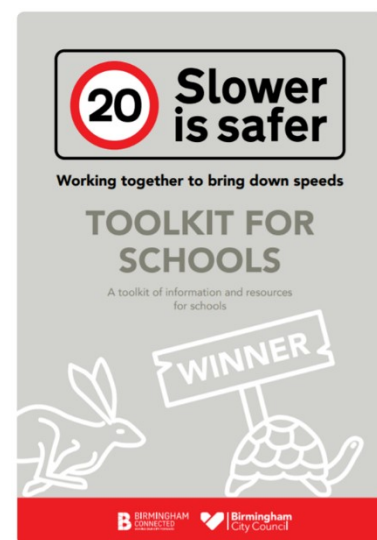


Figure 2) 20mph toolkit title page

3. Delivery

3.1. Selection process

Similarly, to Phase 1, a two-stage selection process was applied to the schools that expressed interest in being involved with the CFSS scheme. This process assessed the suitability and priority

for such an intervention and was carried out by members of the TDM team, in conjunction with a Local Engineering team.

An initial review of schools was carried out to determine whether the location was suitable for this intervention. The review considered the function of surrounding streets, and the presence of any other schools or community facilities in the local vicinity.

The 14 schools were then scored against the following assessment criteria:

- Location
- Information submitted on the Expression of Interest form
- Previous engagement with Modeshift STARS
- Engagement with 'Parking Keep Clear' toolkit activities
- Application of the same criteria used for Safer Routes to School programme, which assigns all schools a score in relation to any Road Safety issues and their propensity for Sustainable Travel to school.
- Engagement with any other initiatives.

The scores generated would place the school within either the 'green', 'amber' or 'red' zone. From this exercise, six schools were selected for CFSS Phase 2. Five out of six were rated 'green' and one was rated 'amber'. The selected schools are:

- Woodthorpe Junior and Infant School (Brandwood & King's Heath)
- Holy Cross Catholic Primary School (Sutton Walmley and Minworth)
- Somerville Primary School (Small Heath)
- Wyndcliffe Primary School (Bordesley Green)
- Anderton Park Primary School (Moseley)
- Hillstone Primary School (Shard End)

3.2 Experimental Traffic Regulation Order

Identified streets around these schools were designated as a Pedestrian & Cycle Zone for agreed times at the start and end of the school day (between 30 minutes and 1 hour). Vehicles are not permitted to drive in this zone between these times unless they have a permit.

This scheme has been delivered using an Experimental Traffic Regulation Order (ETRO). Under this, the first six months of the order serve as a formal consultation period where anyone can submit written comments/objections. The maximum period that an ETRO can be in operation is 18 months. A decision must therefore be made within 15 months as to whether the order should become permanent, with these changes implemented before the end of the 18-month ETRO period (Mar 2022). The TDM team is currently in discussion with schools regarding making their ETRO's permanent.

Under the ETRO some vehicles, belonging to identified groups or situations, are automatically allowed to drive in a School Street without first obtaining a permit. These include the emergency services; utility companies; waste/refuse collection; postal services providers and delivery of goods; along with any other exemptions stated in the Highway Code. Blue badge holders are also automatically exempt.

Feedback received from residents at the start of the scheme led to the additional exemption for taxis and health care workers. Residents also sought to add an exemption for tradespeople providing a service to properties located within the zone. This has been accommodated via the provision of a temporary permit valid for a limited time period.

3.3 Signage

The scheme has been delivered with prominent signage at the entrance and exits of the restricted streets (see Figure 3). The times vary across schools due to differing start and finish times. Covid-19 has also impacted the start and finish times of schools, with many adopting a staggered system and some schools finishing earlier on certain days.

The closures only apply at the start and the end of the school day, therefore no physical bollards or barriers are installed. If fixed bollards were in place they would need to be opened and closed to allow access for authorised vehicles and removed while the restrictions were not in place, making the scheme difficult to manage.

The Council did however work with some schools involved in the scheme to further emphasise the closure by using cones or banners. These closure points must always be staffed when they are in use. The use of cones is recommended more strongly over banners, as they are much easier to transport. The TDM team has also supported the schools with establishing marshalling schemes. All schools are supplied with the equipment needed to successfully marshal, including: portable barriers, two child parking signs and yellow jackets. Information regarding marshalling was distributed to schools. The team visit schools (whenever possible and Covid restrictions allow) to monitor the running of the scheme and to support designated marshals when needed. Schools are encouraged to raise any issues with the TDM team and relevant support will be provided.



Figure 3) CFSS signage

3.4 Permits

Motor vehicles cannot drive within the restricted zones between the times stated unless they have a permit. A permit scheme was developed in accordance with the exemptions and exclusions highlighted within the ETRO.

For ease of application, it was decided that the initial permit process would be managed by the TDM team. A letter was delivered to all residents living within the zone inviting them to apply for up to four permits per household (with capacity to request additional permits where required, allocated on a case-by-case basis) via an online form.

Phase 2 schools were encouraged to arrange for any staff members or visitors that need to drive to do so outside of the scheme times, or to gain access via alternative routes wherever possible. Where this was not possible, a small number of permits were made available for school staff.

Parents and others who do have to drive are asked to park legally and safely nearby and walk the last part of their journey. This is known as 'Park and Stride'. If this isn't possible, for example due to accessibility issues, parents are advised to contact the school and request a permit.

From research of similar schemes in Solihull, it was identified that a larger permit in a bright colour would aid both formal monitoring of the scheme by the police, school, and marshals, as well as encouraging self-monitoring by residents and parents. As such, a clear permit was designed stating the scheme number, name of school, vehicle registration number and permit number. A QR code was added containing a link to the Birmingham City Council (BCC) webpage for further information. To distinguish between the different types of permit, standard permits are green in colour and temporary ones yellow.

The permit process has been successful overall; however, it has involved a considerable amount of work for the TDM team. As the CFSS scheme continues to grow and the demand for car permits continues, it may be advantageous to digitalise the permit process. This would reduce administration times for staff and ease the permit application and selection process for residents. This is something the TDM team will consider in the future, but it would likely incur significant costs.

3.5 Costs

The CFSS initiative has been delivered as part of the Safer Routes to School (SRTS) programme as detailed within the Transportation and Highways Capital Programme 2019/20 – 2024/25 approved by BCC Cabinet on 26 March 2019. The costs of this initiative are considerably cheaper to implement than other physical traffic calming measures with it costing an average of £10,000 to £15,000 to deliver per school. A budget of up to £100,000 was allocated to fund the CFSS pilot and includes the following key elements:

- Signage and surface markings
- Traffic Regulation Order costs
- Delivery of permit scheme
- Consultation and communications
- Provision of resources for schools
- Staff time across TDM, Local Engineering and TRO teams

Funding from the 2020/21 School Streets budget was also allocated to the CFSS Phase 2 pilot at six schools in the city. These schemes were implemented under an Experimental Traffic Regulation Order (ETRO), and a review and consultation process are currently being undertaken to look at making these schemes permanent. Mitigating measures have been identified during the pilot that would benefit some of the schemes if made permanent. These will be funded from the overall School Streets budget.

4. Findings

Delivery of the pilot has involved consultation and engagement with local residents, parents, and school staff through a number of statutory and non-statutory means, including: advertisement of the Traffic Regulation Order (TRO) in the press and through on-street notices, letter drops, and online promotion. Any feedback received since the first phase of CFSS has been recorded.

The successful first phase of the scheme resulted in a high degree of demand from other schools, communities, and local councillors to expand the scheme to other areas, so the findings and lessons learnt from the pilot scheme were useful in helping to shape the second phase of this initiative. CFSS Phase 2 has been in operation now for over a year. Therefore, we have collated some specific data and monitoring information.

The remainder of this report considers the feedback received to date alongside data collection and observations to highlight the main lessons learned from CFSS Phase 2 and outlines next steps for implementing more CFSS across Birmingham.

4.1. Initial Feedback

Following the selection of the six schools, emails were sent to the relevant ward Councillors; letters were delivered to residents living within the proposed zones and communications were sent out to all of the schools' parents/carers. This informed people that the school had been selected for this pilot, explained the proposals, and invited them to attend a drop-in session for each school. An FAQ document was produced to support these sessions and was made available online.

The majority of comments received at this stage were from the school bodies and local residents and were generally positive. People wanted to clarify how the scheme would work and how they would be affected. There were also some concerns around what the potential knock-on effect on surrounding roads might be regarding vehicle displacement. Some residents and school staff were initially concerned about how these timed closures might restrict their ability to travel freely due to new Covid restrictions, or for visitors to have access to affected properties.

Cofton Primary School, involved in the CFSS Phase 1 had previously taken part in a one-off street closure event as part of a Sustrans' project. This resulted in a higher level of support shown by residents at the drop-in event held at the school. Due to the success of this one-off street closure, more were planned, however, these could not be delivered due to Covid-19 restrictions.

For Phase 3 wherever possible, the aim is to deliver more of these one-off closures or 'Play Streets' in advance of implementation. These will be delivered through our partnership with The Active Wellbeing Society (TAWs). The 'Play Streets' events have led to increased positive engagement from residents and parents/carers so will form a key part of the engagement process going forward.



Figure 5) Clean air plates activity



Figure 4) Cofton Primary pupils doing archery at road closure

4.2 Pupil travel survey information

All schools in Birmingham are encouraged to carry out regular ‘hands-up’ surveys via either a Modeshift STARS Travel Survey or the Living Streets Walk to School Travel Tracker. Most of the baseline data for CFSS Phase 2 schools was collected during the Autumn term (Sept 2021). In order to make a like for like comparison, follow-up data collection would ideally take place at the same time the following year (Sept 2022). It is important to note that the Covid-19 outbreak and subsequent knock-on effects on school operations has impacted the data collected from schools.

For most Phase 2 schools, we are unable to determine whether walking has increased in comparison to previous years, as the schools adopted Modeshift STARS within the same academic year as CFSS. However, Woodthorpe and Wyndcliffe were both previously signed up to the Living Streets travel tracker prior to the implementation of the CFSS. The data from Living Streets displays that walking rates for both schools have increased:

Table 1) Walking rates at Woodthorpe and Wyndcliffe

	Walking rates prior to CFSS - Sept 2020	Walking rates after CFSS - March 2021
Woodthorpe	39%	47%
Wyndcliffe	62%	73%

Somerville and Anderton also both have high levels of walking in comparison to car use, as seen by their travel surveys conducted in October 2020. Somerville Primary conducted a survey for all year groups and found that out of 625 responses, 524 students walked to school, whilst 50 travelled by car. Within Anderton Park, from a total of 324 responses, 227 students walk to school, and 86 travel by car. Both schools have an impressive number of students engaging with sustainable travel.

Table 2) Somerville's modal shift

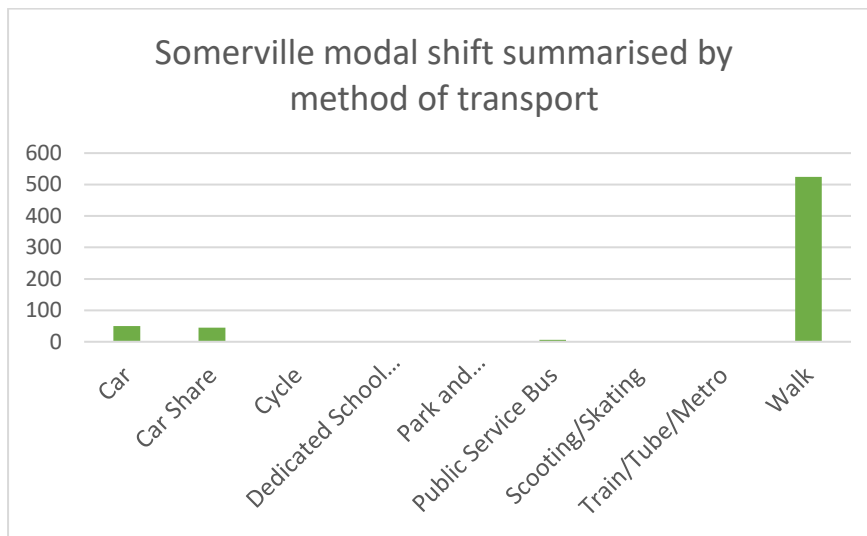
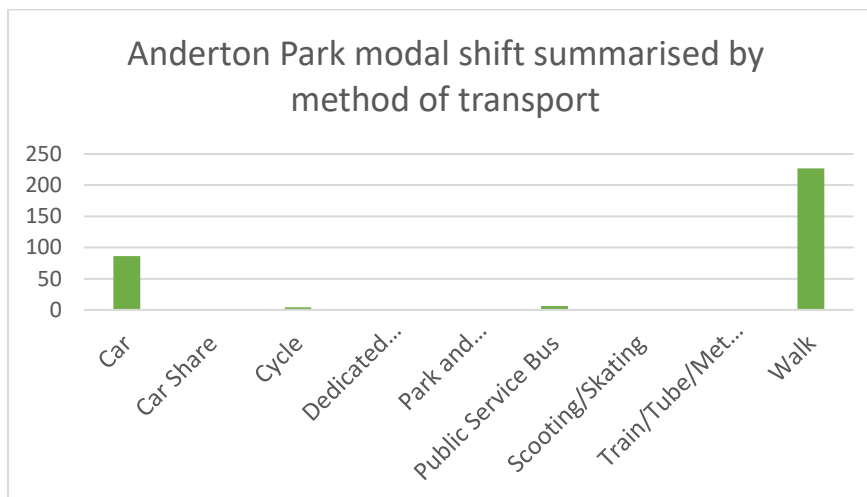


Table 3) Anderton Park's modal shift



The ambition is that all participating CFSS Phase 2 schools will continually use the Living Streets Travel Tracker and the Modeshift STARS travel survey, in order to collect more data and enable better analysis of modal shift. Follow-up travel surveys and completing these on an ongoing basis plays an important part in showing the continued impact of this initiative over time. The need to carry out a baseline pupil travel survey and regular (at least once a year) follow-up surveys is also something that is clearly highlighted to schools when they first express interest in being considered for CFSS.

4.3 Air quality data

Birmingham's Clean Air Strategy sets out a series of high-level pledges as to how the council and others in the city can support the journey towards cleaner air. The CFSS initiative aligns with a number of these pledges.

For CFSS Phase 1, in order to capture information on levels of air pollution, Birmingham’s Public Health team provided diffusion tubes to all the schools involved. However, this project was impacted by Covid-19, as Birmingham Public Health colleagues had to pause much of their ‘business-as-usual’ activity.

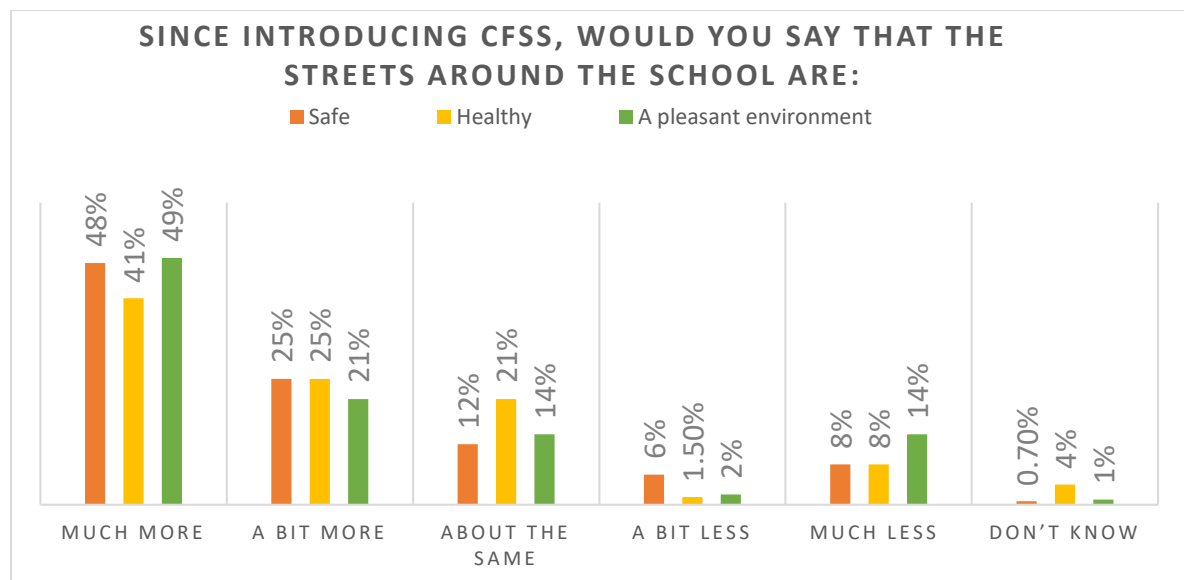
Birmingham City Council began their own Air Quality Project in 2021, approaching 68 schools across Birmingham. Of those 68 schools, 30 have requested sensors,. Four of the CFSS Phase 2 schools have been identified by the Air Quality Project to have digital AQ sensors. These will be installed from January to March 2022 in Anderton, Somerville, Wyndcliffe and Woodthorpe.

4.4 Questionnaire

To coincide with the end of the 6-month statutory consultation period (under the ETRO), school staff, parents and local residents were invited to complete a questionnaire to provide their feedback on the pilot initiative and the difference they felt this was making.

A total of 134 responses were received, 50% of those being from local residents, and 43% from parents and carers. The feedback received from this questionnaire was largely positive. A total of 73% of respondents believe that the streets around the school are ‘much more’ or a ‘bit more’ safe. 76% believe that streets are ‘healthier’ and 70% believe a more ‘pleasant environment’ overall has been created.

Table 4) CFSS questionnaire response data



One parent from Wyndcliffe stated:

“I am very pleased with the scheme it is helpful to the environment and makes the roads much safer for road users. I feel it encourages families to also become healthier to walk to school ... In my opinion I feel the scheme should be rolled out to all schools within Birmingham, it is safer for children, safer for drivers and safer for the environment.”

A resident living within the surrounding area of Holy Cross commented:

“The big positive for me is the reduction in pollution in the immediate school area where children are socialising.”

The questionnaire has also generated some valuable feedback regarding areas of improvement, predominantly for Holy Cross. Local residents have raised the concern that a nearby cul-de-sac is being used for parking by parents. This is something we will aim to mitigate if the school decides to make the CFSS permanent. This feedback emphasises the importance of conducting questionnaires in order to gain further insight into the impacts on those directly affected by the scheme.

The results have shown that the majority of respondents are happy with the scheme overall and the way it is running. Over 70% believe that the scheme should continue at their specific school. Over 70% also believe that other schools in Birmingham would benefit from a CFSS.

Table 5) Should CFSS continue?

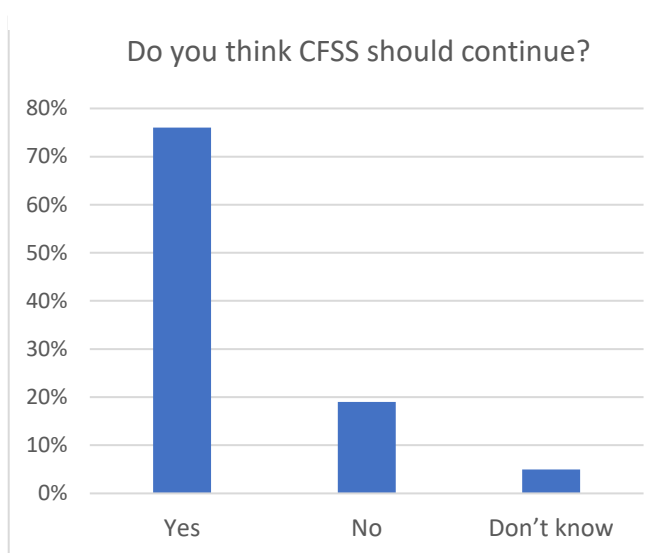
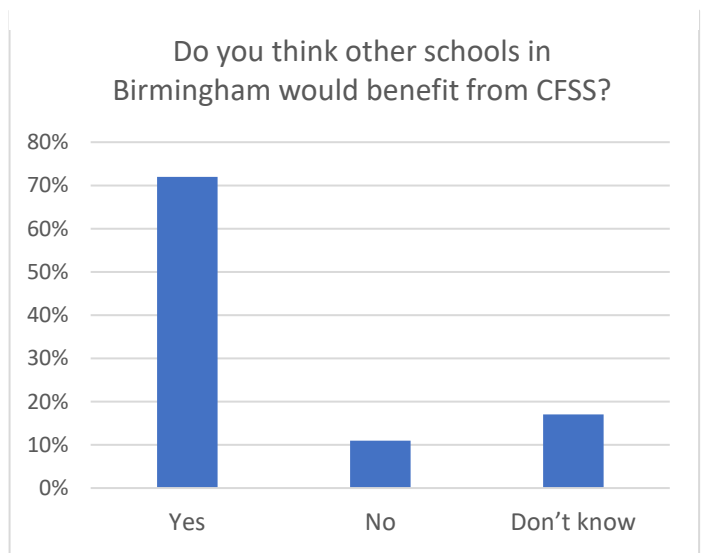


Table 6) Will other schools' benefit from CFSS?



5. Case Study

CASE STUDY – Hillstone Primary school

Hillstone Primary School located in the Shard End ward of Birmingham. This Car Free School Street consists of a two-point closure at Hillstone road and Freasley Road. The school is set in a residential housing estate and over the years has experienced inconsiderate parking by parents on a regular basis hence the school applying to have the scheme put in place.

The school decided that they would have a marshal in place, and this was being undertaken by the site manager. This has been occurring on a regular basis, where staffing allows. Although there has been some displacement of traffic in the local surrounding roads, we are hoping to mitigate this through funding from our School Streets programme. The school has been signposting parents to a Park and Stride site at the Kingfisher Country Park located just a short walk from the school.

The school has recently completed putting a travel plan together and has just submitted for the Modeshift STARS green award which supports work in promoting sustainable travel. As part of this work, pupils were asked to think about how they could make their world a safer one. The reception children decided to complete their curriculum work on the CFSS programme and how their site manager makes the road outside their school safer.



Figure 6) Display board at Hillstone

It was great to hear about the scheme from the pupil's perspective, as they could see the benefits of having less traffic outside of their school. They appreciated how adopting more sustainable, active modes of travel improved their world, and they loved being able to walk, cycle or scoot to school safely. It is vitally important to instil a sustainably focused mindset towards travel within the future generation. Children may have less say in how they get to school, but by being able to explore this within lesson time and feed it back to parents/carers, this may encourage them to reconsider the way they travel into school as they will want what's best for their child.

6. Lessons learnt

6.1 Location:

Closure of streets around school times is not appropriate for all locations, particularly if the school is located on a main road or through road, or there are other community facilities on the street. Alternative parking provisions within the local area should also be considered, for Park and Strides schemes for example, and so that problem parking is not being displaced elsewhere.

We learned what worked best from Phase 1 of the scheme, which helped to inform the criteria used this time around when considering appropriate locations. The location criteria are:

- Most suited to roads where there is little or no through road access, e.g. cul-de-sacs (more likely to be considered if only one/two points of entry, [see example plan](#))
- Main arterial/distributor roads and roads used by bus services cannot be included.
- Surrounding streets should be able to accommodate any displaced traffic/parking.
- Local infrastructure is in place to support alternative means of travel, especially walking and cycling, e.g. local routes, safe crossing points, cycle storage.
- Availability of suitable 'Park & Stride' locations nearby.
- Consideration of any other traffic generators in the vicinity, e.g. shops, businesses, health centres, leisure facilities which could have an impact on the scheme.

We also considered the need to ensure a good spread of locations across the city, to ensure that all areas of Birmingham can benefit from the scheme.

From the pilot, it was discovered that the number of closure points involved in the implementation of the scheme is vital. Therefore, only schools with a maximum of two closure points were selected to be involved. Only schools in suitable locations were identified for this

phase. Schools also self-selected themselves based on the location criteria (available on the BCC website), which further streamlined the selection process. Five out of the six chosen schools are located in cul-de-sac locations with one-point entry. The last school, Hillstone, is on a quiet residential street with two points of entry.

6.2 Vehicle Displacement:

Generally the areas nearest to the school gates have the most problems with parking. This scheme seeks to disperse cars over a wider area and to more suitable locations. This scheme seeks to reduce the number of cars (parked or moving) near to the school gates. By making the streets outside schools safer, more people will be encouraged to walk, scoot or cycle to school. This will help reduce the number of cars in the area and if people do need to drive, the scheme helps disperse parked cars over a wider area and more suitable locations

Funding was allocated through the Road Safety Trust to undertake a study on School Streets and vehicle displacement in Somerville and Hillstone schools. This study was undertaken by Sustrans. Below are three key findings from the report:

- 1) Overall traffic volumes on and around the School Streets reduced at both schools, suggesting some evaporation of traffic had occurred.
- 2) School Streets can displace some traffic onto neighbouring roads leading to increased levels of parking on nearby roads, however, the road safety impact of this is limited.
- 3) Following the implementation of the School Streets, a higher proportion of residents agreed that the road, and surrounding roads were safer.

As seen during CFSS Phase 1, there are exceptions where some people need to travel to school by car. Concerns have been raised regarding the displacement of car traffic as parents/carers park on neighbouring roads when dropping off/collecting their child. The survey data revealed that this issue is particularly prominent for Holy Cross school with streets such as Springfield Road and Hermitage Drive being affected by vehicle displacement- as evident in these quotes from residents:

“Parents dropping their kids to school are either parking on adjacent streets or on the main Springfield Road which is a busy road and potentially increases risk to children and adults getting out of cars.”

“By closing off one road, traffic/parking has been shifted to other smaller side roads such as Hermitage Drive”

To mitigate vehicle displacement issues, all schools are provided with the Safer Street’s measures including, signs, barriers and bollards which encourage parents/carers to follow the correct procedure and find a safe alternative place to park. Also, following the initial 18 months trial period, more intensive and permanent engineering measures may be put in place for the schools where appropriate.

6.3 'Park and Stride':

'Park and Stride' continues to be an important aspect of the CFSS programme, providing pupils who live further away from the school a way to get involved with active travel. Park and Stride aims to reduce the number of cars parked on pavements outside and close to the school gates, which is one of the main concern's parents have when walking to school. Our partners, Living Streets, have also been encouraging schools to take part in their Walk to School reward programme (WOW); to further incentivise parents to take part in Park and Stride, this method of transport counts as a WOW badge for the in-class travel tracker. Students are therefore more involved with encouraging parents/carers to park (safely) elsewhere and walk the last 5 minutes of their journey.

Walking Bubble Maps, created through the Modeshift STARS scheme, are produced for each school involved in CFSS. Below is an example of a map taken from Hillstone school:

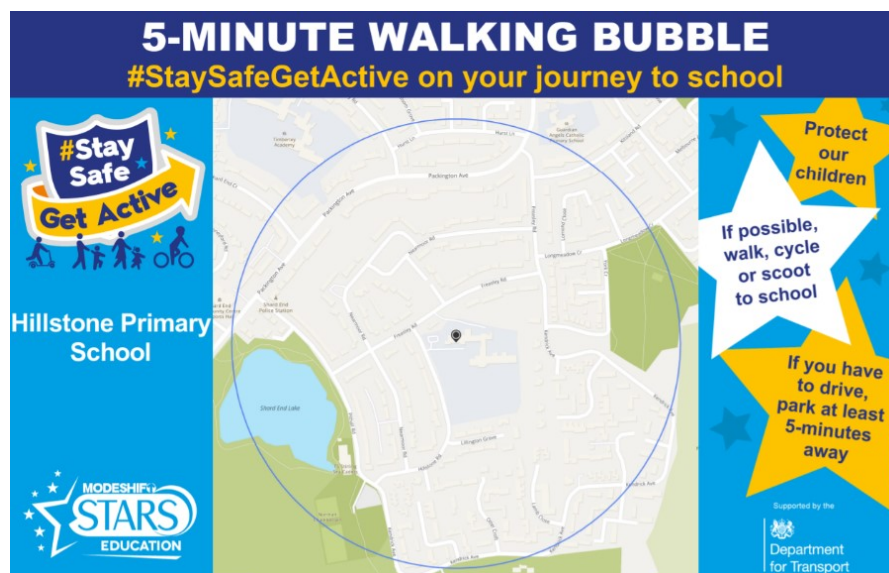


Figure 7) Walking bubble map

The TDM team discovered a local park close to Hillstone with several parking spaces that made it an ideal Park and Stride site. The school continues to signpost parents to this site.

For future CFSS phases the Council will continue to ask schools to identify and promote any potential park and stride locations in the local area.

6.4 Enforcement:

Driving in the CFSS Pedestrian & Cycle Zone at times when restrictions are in place is a moving traffic offence, therefore the police are the enforcing body. They can issue a £50 fixed penalty fine to anyone caught driving within the zone without permission.

Members of the TDM team have continued to reach out to local policing teams to encourage enforcement of the TROs. West Midlands Police have been supportive of the scheme, and have visited every Phase 2 school, at least once. Police resources are however stretched and enforcement of the scheme is dependent on the availability of police and support they are able to offer.

If any specific or continuous issues arise within a school, for example issues surrounding parking within the local area, members of the TDM team will contact police and encourage them to visit the school to investigate the issue. Members of the team also visit schools to monitor the situation and deal with any arising issues wherever possible. This regular engagement with schools is an important aspect of the successful running of the scheme. However, enforcement powers associated with vehicle restriction still rests with the police. As a local authority, BCC can enforce breaches of any prohibition of waiting and stopping restrictions (e.g. yellow School Keep Clear zig zag lines), but not moving traffic offences.

Enforcement is an area that still needs improving. Going forward, we would like to see more engaged partnership working with West Midlands Police. The use of Automatic Number Plate Recognition Cameras (ANPR) are recommended to support the scheme. The Department for Transport (DfT) and Transport for London (TfL) have set up camera-based enforcement of moving traffic offences outside London schools. The DfT has made the necessary changes in the legislation to give the powers to councils outside of London (and some in Wales) to enforce moving traffic offences. This is Part 6 of the Traffic Management Act 2004 that had not been implemented and was the main barrier for councils to use ANPR to enforce School Streets and issue fines. According to an [article published in Highways](#), the date for implementing in full Part 6 of the Traffic Management Act 2004 is now February 2022.

6.5 Marshalling:

As previously discussed, police capacity to enforce the restriction is limited therefore, it is important to explore other methods of achieving compliance.

Currently schools are given a range of equipment that they can use for marshalling, including, plastic cones, child parking signs, barriers, banners and high-vis jackets. In order to allow access for vehicles with permits, closure points where barriers are in place need to be staffed by identified marshals while restrictions are in place. Levels of marshalling have varied across schools and have also been affected by Covid-19. To try to accommodate for a lack of school staff marshals, we encouraged schools to get parent volunteers on board. All parents who choose to become marshals are provided with training.



Figure 9) Child parking signs



Figure 8) Marshalling at Holy Cross

Some schools have also found ways to get their pupils involved. For example, Woodthorpe have a group of pupils acting as 'Junior PCSOs' (Police Community Support Officer) trained by West Midlands Police. Upon having this training, Junior PCSO's can assist with morning and afternoon parking patrol around the school. This is a great way for students to get involved with the scheme and going forward it would be worth notifying other schools about the Junior PCSO project.

We have also discovered that the equipment used to close off an area is important in determining the success of the scheme. Plastic cones for example are not as effective as other barrier equipment provided, such as the plastic banner and the child parking signs. Going forward we would also like to consider the use of turtle barriers. The height and size of turtle barriers would send out a clear message of restriction and increase compliance.



Figure 10 Turtle Barrier

As mentioned earlier, the DfT are exploring the use of cameras outside of London to support other CFSS schemes. Aside from this, we would also like to begin offering incentives to staff, parents and pupils who are willing to become marshals, to further encourage dedication to the role. Marshalling levels in the warmer months are higher than in the wintertime, this could be solved with providing volunteers with jackets. The use of marshalling is highlighted as a prerequisite that schools must sign up to as part of the CFSS Memorandum of Understanding.

6.6 Covid:

The Covid-19 pandemic has brought about some changes to the running of CFSS. Some schools have adopted alternative entrances, so drop off and pick up points may vary. Many schools have introduced staggered open and closing times in order to limit the number of people gathering around the school entrance, and to keep classes and year groups within their 'bubbles'. Hillstone for example went 15 minutes over their 30-minute road shut down period due to the schools staggered open and close times. We have therefore accommodated this change and will continue to do so going forward.

Reducing vehicle movements and inconsiderate parking around the school gates also helps enable social distancing during drop off and pick up times. also makes it easier for families to socially distance

7. Modeshift STARS: a framework for wider promotion and engagement

Schools that do not meet the CFSS criteria or are not selected to be part of this initiative can still benefit through the Modeshift STARS scheme which offers support and rewards to schools for taking steps to promote safer, greener and healthier travel. Participation in Modeshift STARS also provides schools with access to a wide range of support services, activities and initiatives delivered by the city council and our partners. This enables them to tailor the most appropriate solution towards reducing congestion outside of their school and creating environments which are more conducive to encouraging travel to school by foot and by bike.

Specifically, schools can access:

- Keep Clear School Streets – campaign resources to address school gate parking, supported by parking enforcement visits.
- Slow Down School Streets – a toolkit originally developed for the 20mph pilot that addresses speeding concerns, along with possible traffic calming measures.
- Switch Off School Streets – a new toolkit with resources to support schools with tackling air pollution at the school gates by running an 'anti-idling' campaign.
- Air quality (NOx) monitoring project for schools to inform them about air quality in their area and how they can effect change in emissions and exposure, delivered by Birmingham Public Health.
- Staff CPD training sessions on the topics of road safety and clean air, with accompanying lesson plans and homework books.

In Birmingham we promote all these various elements together as part of an overarching School Streets brand, with CFSS forming one aspect of this.

All of the CFSS pilot schools were asked to document the various activities they have carried out as part of their Modeshift STARS action plan. Currently, one school has a green award, one has a bronze award, and one has a silver award. The remaining three schools have started their travel plans and are working towards completing green and bronze accreditation. It has been harder for schools to deliver their travel plan initiatives this academic year, due to Covid-19, however despite this, schools remain active and engaged with Modeshift STARS.

We have continued to deliver webinars regarding Modeshift STARS that schools can register to attend. Schools also have access to the recordings of these webinars, which can then be shared widely throughout the school. We have found that online webinars work particularly well, as several schools from across Birmingham are able to attend and gain the information at the same time.

8. Conclusion

Now that the second phase of the CFSS scheme is well underway, and we are working on initiating the third phase we can develop some concrete conclusions. We have discovered that street closures at a suitable location, combined with active engagement in a wider programme of travel behaviour change initiatives results in a reduction in journeys made by car to school, and increased levels of active or sustainable modes of travel.

Overall, the scheme has been well received with over 70% of people stating that it should continue, and that other schools would benefit from the scheme's implementation. The data collected from the questionnaires sent out to schools reveals sufficient levels of support for the scheme to continue in all 6 schools.

We have found that there is potential for more schools, children, and families to benefit from having a CFSS, and we are currently working towards expanding this programme, with a third phase of schools. We are hoping to implement these new CFSS's in the upcoming 2022 Spring Term.

The initial application process for the third phase of schools has already taken place, and six new schools have been identified to take part:

- Brownmead Academy (Shard End)
- Colmore Junior and Infant School (Brandwood and Kings Heath)
- Minworth Junior and Infant School (Sutton Walmley and Minworth)
- St Dunstan's Catholic School (Brandwood and Kings Heath)
- Court Farm Primary School (Perry Common)
- Nansen Primary School (Alum Rock)

8.1 Recommendations:

There are several lessons highlighted within this report that will be taken into consideration going forward to help further streamline the future delivery of CFSS.

- Notifying other schools about the Junior PCSO project.

- Digitalising the permit process.
- Use of Automatic Number Plate Recognition Cameras (ANPR) to support the scheme.
- Supplying Marshalls with warm winter equipment.
- Distributing leaflets on importance of marshalling and advising parents/carers/local residents on how to become a Marshal.

Overall, the programme is progressing well from when the first CFSS were selected in September 2019, to now. We look forward to continually improving and expanding the scheme.